

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4792

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THURSDAY, MARCH 9, 1905.

四月

號九月三香港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000
Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO, LONDON, NEW YORK, NAGASAKI, HONOLULU, LYONS, SAN FRANCISCO, SHANGHAI, BOMBAY, NEWCHWANG, TIENSIN, LIAOYANG, PEKING, DALINY, KOBE.
LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD., PARKS' BANK, LTD.
THE UNION OF LONDON AND SMITHS BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED: On Current Account at the rate of 2 per cent, per Annum on the Daily Balance. On fixed deposits for 12 months at 3 per cent, " 6 " 4 " " 3 " 3 " TAKEO TAKAMICHI, Manager.

Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$15,000,000
Silver Reserve \$ 8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS: H. E. TOMKINS, Esq., Chairman. H. A. W. SLADE, Esq., Deputy Chairman. E. Goetz, Esq. E. Shulman, Esq. Hon. W. J. Gossom. Hon. R. Shewan. A. Haupt, Esq. N. A. Siebs, Esq. A. J. Raymond, Esq. E. S. Weheller, Esq. H. Schubart, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH. Manager: Shanghai—H. M. BEVIS. LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per cent, per Annum on the daily balance. ON FIXED DEPOSITS: For 3 months, 2½ per cent, per Annum. For 6 months, 3 per cent, per Annum. For 12 months, 4 per cent, per Annum. J. R. M. SMITH, Chief Manager.

Hongkong, 18th February, 1905. [21]

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ per cent, per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent, per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1905. [22]

THE DEUTSCH ASIATISCHE BANK AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI, BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Tientsin, Calcutta, Hankow, Tsin-tau (Kiautschou).

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, UNION OF LONDON AND SMITHS BANK, LTD., DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted H. FIGGE, Manager.

Hongkong, 12th August, 1904. [23]

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS a CURRENT RATE.

SIEMSSSEN & Co.

Hongkong, 28th May, 1905. [24]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS—
Authorised GOLD \$10,000,000
Capital Paid Up GOLD \$3,997,200
Reserve Fund GOLD \$ 3,997,200

HEAD OFFICE: NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, UNION OF LONDON AND SMITH'S BANK, LTD., BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

20, Des Vaux Road, Hongkong, 18th February, 1905. [25]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SHANGHAI TAELS. SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 3,500,000

Head Office—SHANGHAI.

Branches and Agencies—
CANTON, PENANG, CHEFOO, SINGAPORE, HANKOW, TIENSIN, PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above Branches, and Sells Drafts and Telegraphic Transfers Payable at the Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. 3½ per Annum Fixed Deposits for 3 months.

4½ " " 6 " 12 " 5½ " " 12 " E. W. RUTTER, Manager.

Hongkong, 6th January, 1905. [26]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHAREHOLDERS \$800,000
RESERVE FUND \$800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent, per annum on the Daily Balances. On Fixed Deposits for 12 months, 4 per cent.

6 " 3 " 3 " 3 " T. P. COCHRANE, Manager.

Hongkong, 19th May, 1904. [27]

THE PHARMACY, DISPENSING AND FAMILY CHEMISTS.

A WELL ASSORTED STOCK OF DRUGS, PERFUMERY, TOILET AND SICK ROOM REQUISITES, &c., always on hand.

A large variety of CHOCOLATES, in Fancy Boxes, at reduced prices, owing to favourable exchange.

Note Address: 56, QUEEN'S ROAD CENTRAL, Hongkong.

Hongkong, 23rd January, 1905. [28]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI) & Co.

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manilla, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Madiun, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotzu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals, and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotona, Hokoku, Hondo, Ichimura, Kamada, Mameda, Manoura, Oigawa, Otsuji, Sajihara, Iwabukuro, Tochinobu, Yomo, Yumihara, and other Coals.

S. MINAMI, Manager, Hongkong.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
KOBE	{ TIENTSIN C. D. Goldsmith, R.N.R. }	About 11th March	Freight only.
SHANGHAI	{ NUBIA F. N. Tillard, R.N.R. }	About 11th March	Freight and Passage.
LONDON, &c.	{ BENGAL G. Phillips, R.N.R. }	March 11th Noon	Sea Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLE	{ JAPAN E. P. Martin, R.N.R. }	About 15th March	Freight and Passage.
VOKOHAMA VIA SHANGHAI, MOJI AND KOBE	{ CEYLON C. F. Lockstone, R.N.R. }	About 19th March	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Intimations.

LANE, CRAWFORD & CO.

[10]

ARDATH TOBACCO CO.'S SPECIALTIES.

CABINET CIGARS	in hermetically sealed tins of 25	Per Tin \$2.50
QUO VADIS CIGARETTES (Turkish)	" 50	1.50
ASTORIA (Virginia)	" 50	1.50
STATE EXPRESS No. 555	" 50	1.00
ARDATH TOBACCO	" 1 lb.	1.00

FINEST EGYPTIAN CIGARETTES "Luang", Gold Tipped	pkts. of 10	Per Tin 1.25
" " " Cleopatra "	" 50	1.00
" " " Cleopatra "	" 50	1.00

LANE, CRAWFORD & CO.

Hongkong, 17th February, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.

For STOMACH troubles and all diseases arising from excess of URIC ACID such as Rheumatism and Rheumatic Gout consumers are benefited by drinking the water, it being a perfect alkaline corrective. It mixes well with Wines and Spirits without in any way destroying the flavour.

Telephone No. 75.

SOLE AGENTS FOR HONGKONG—

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD, Hongkong, 2nd March, 1905. [35]

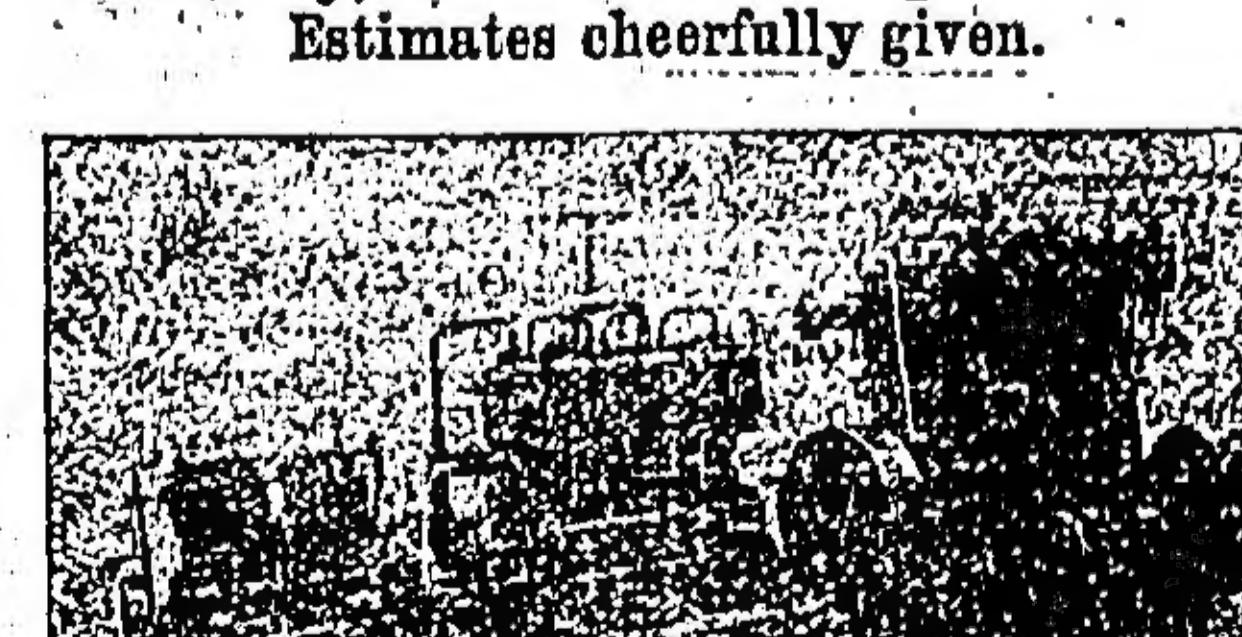
E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Lightness. Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

W. H. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINWORK" Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [36]

Intimations.

Concentrated strength,

sustenance and energy—that's what Bovril is: Bovril represents a perfectly scientific combination of the stimulative and flavouring features of meat-extract with the nutritive properties of beef. Bovril is readily taken and easily digested and assimilated by even the most feeble constitution.

[75]

IND COOPE'S STOUT.</h2

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,362 tons.	Captain H. D. Jones.
" " "POWAN,"	2,338 "	R. D. Thomas.
" " "FATSHAN,"	2,460 "	W. A. Valentine.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2.00 P.M.		
Departures on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 8.30 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons.	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STREAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.	Captain J. Wilcox.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahing, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.

Canton to Tak Hing Single \$12.50. Return \$21.00.

Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN,"	Capt. B. Branch.	S.S. "SANUI,"	Capt. H. Black
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Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING,"	Capt. R. Birss.	S.S. "HONGKONG,"	Capt. Maxfield
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Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon Single \$6.00

Hongkong to Kumchuk Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

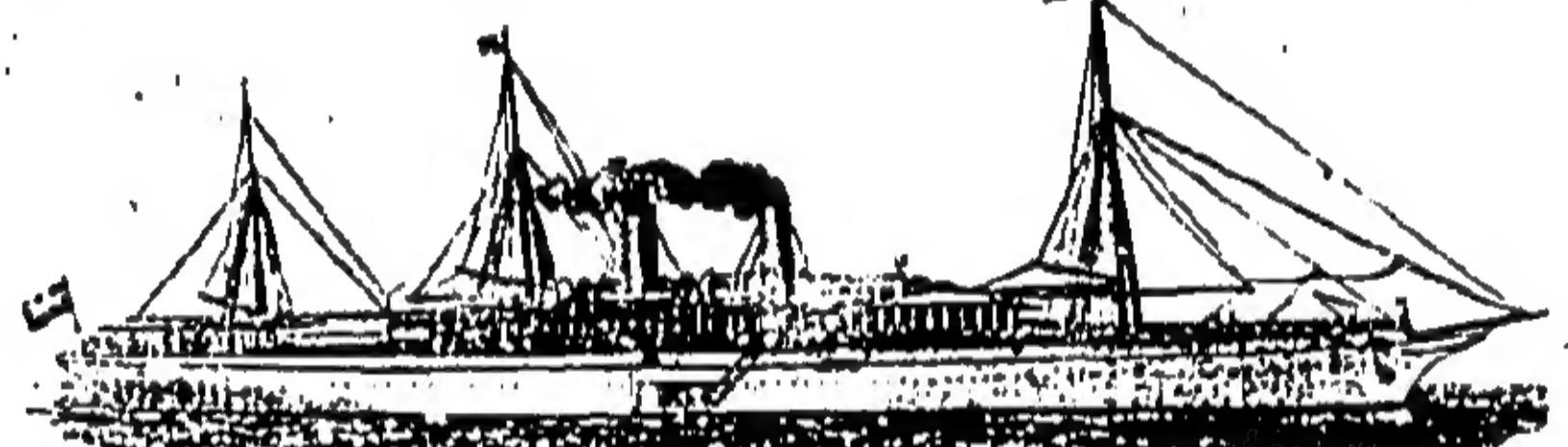
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES, (CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN,"	2,440 Tons.	WEDNESDAY, 15th March.
" " "EMPERESS OF CHINA,"	6,000 "	WEDNESDAY, 29th March.
" " "EMPERESS OF INDIA,"	6,000 "	WEDNESDAY, 19th April.
" " "TARTAR,"	4,425 "	WEDNESDAY, 26th April.
" " "EMPERESS OF JAPAN,"	6,000 "	WEDNESDAY, 10th May.

" " "ATHENIAN,"

Hongkong to London, 1st Class, via St. Lawrence & Co., Ltd., New York \$62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail \$42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Bunked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Tables, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 8th March, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

MARSEILLES, HAVER & HAMBURG.	18th March.	Freight and Passengers.
(Calling at SPORE, PENANG & COLOMBO.)		
HAVER & HAMBURG.	4th April.	Freight.
(Calling at SPORE, PENANG & COLOMBO.)	18th April.	Passengers.
HAVER & HAMBURG.	2nd May.	Freight and Passengers.
(Calling at SPORE, PENANG & COLOMBO.)	16th May.	Freight.
HAVER & HAMBURG.		
SCHOENFELD.		
(Calling at SPORE, PENANG & COLOMBO.)		
HAVER & HAMBURG.		
SEGOVIA.		
(Calling at SPORE, PENANG & COLOMBO.)		
HAVER & HAMBURG.		
SCHOENFELD.		
(Calling at SPORE, PENANG & COLOMBO.)		
HAVER & HAMBURG.		
FOR ODESSA.		

With Transhipment at Singapore, Fitter to sail from Singapore about 10th March, Freight.

ANDALUSIA, Captain H. R. H. The Duke of York, FOR NEW YORK VIA SUEZ,

with liberty to call at the Malabar coast.

NUBIA, Captain Habel, 9th April, Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amidships. Lighted throughout by Electricity.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1 Queen's Buildings.

Hongkong, 9th March, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfactory guaranteed as attested by 3,000 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Rails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTINE, BLACK SEA and BALTIQUE PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principals. Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 7th June.
ZIERN	WEDNESDAY, 21st June.
GNEISENAU	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 15th day of March, 1905, at Noon, the Steamship "PRINZESS ALICE" of the NORDDEUTSCHER LLOYD, Captain P. Wettin, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port at above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th instant, Cargo and

Specie will be received on Board until 5 P.M., on TUESDAY, the 14th instant, and

Parcels will be received at the

Intimation.

**WM. POWELL,
LIMITED.**
"ALEXANDRA
BUILDINGS"
Des Voeux Road.

Everything for
Ladies' and
Children's wear.

NEW
CHIFFON
VEILINGS.

RAIN COATS.

BELTS.

LINEN COLLARS.

CORSETS.

DRESS
FABRICS.

NEW
GRANITE TWEEDS.

NAVY SERGES.

FANCY VOILES.

FONLARDS,

AND

A splendid selection
of

NEW MUSLINS
at

Moderate Prices.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.

NOW ON SHOW.

SMART SILK
AND WOOL
SHIRTS

of beautiful quality,
newest patterns.

OPEN KNIT SILK
SCARVES.

LIGHT-WEIGHT
RAINCOATS.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
(FRI. DAY), AND SATURDAY,
the 10th and 11th March, 1905, at 11 A.M. each
day, at their Sales Rooms, No. 8, Des Voeux
Road, corner of Ice House Street,
A LOT OF
MISCELLANEOUS ARTICLES,
Comprising:—
ELECTRO-PLATED TEA SET, SHEFFIELD
KNIVES, FORKS AND SPOONS, JAM AND
BISCUIT JARS, SARDINE BOXES, ETC.,
STANDS, GLADSTONE BAGS, SILK
UMBRELLAS, BLANKETS, COUNTER-
PANES, PERFUMERY, GLASS FLOWER
HOLDER, &c., &c., &c.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 9th March, 1905. [340]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Official Receiver in Bankruptcy,
to sell by
PUBLIC AUCTION,
TO-MORROW,
the 10th March, 1905, at Noon, on the premises,
No. 35, Connaught Road Central,
THE GOODS AND CHATTELS
OF THE
HANG ON FIRM,
Comprising:—
47 Casks GUINNESS'S EXTRA STOUT,
28 Casks BASS'S BEER, (bottled by E. and J.
Burke).
19 Cases ASSORTED SYRUP, 1 Cask
SODA,
&c., &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 9th March, 1905. [339]

PUBLIC AUCTION
OF
JAPANESE SILK EMBROIDERIES AND
ART CURIOS.

THE Undersigned has received instructions
to sell by
PUBLIC AUCTION,
ON
MONDAY, the 13th March, 1905;
AND
TUESDAY, the 14th March, 1905,
commencing each day at 2:30 P.M., in the
CITY HALL,
Chamber of Commerce Room,
A MAGNIFICENT COLLECTION OF
JAPANESE SILK EMBROIDERIES AND
ART CURIOS,
Comprising:—
EMBROIDERED PALACE WALL
HANGINGS, PRIEST'S ROBES, TEMPLE
BROCADES, OLD FUKUSAN, COURT
KIMONOS, SILK VELVET PICTURES
(Landscapes and other designs), &c., &c.
Very Fine GOLD LACQUER BOXES,
INROS, OLD ZONSEI, LACQUERED
SCREENS AND TABLES, &c.,
CHOICE SELECTION OF EMBROIDERED
SCREENS, EIGHT OLD PALACE
DOORS, with choice designs;
FINELY EXECUTED DAMASCENE
and SILVERWARE.
A Quantity of OLD BRONZES, KAKI-
MONOS.
A Fine Selection of SATSUMA and other
PORCELAINS.
ALSO
2 FINE DIAMOND RINGS and 1 CAR-
VED GOLD RING.
TERMS:—As usual.
The above, which is equal to anything that
has been offered for sale locally, will be on
exhibition from Thursday, the 9th March.
Catalogues will be issued.
GEO. P. LAMMERT,
Auctioneer,
Hongkong, 6th March, 1905. [329]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS
of the letting by Public Auction Sale, to be
held on MONDAY, the 13th day of March,
1905, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
East of Mount Gough Reservoir in the Colony
of Hongkong, for a term of 75 years, with the
option of renewal at CROWN RENT to be
fixed by the Surveyor of His Majesty the KING,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Annual Rent.	Premium.
			N. E. S. W. ft. ft. ft. ft.	per sq. ft.	
Rural Building Lot No. 224 Sect. Mount Gough.			250 350 100 20 100 350 20 120	40,000 230	6,000

Hongkong, 4th March, 1905. [323]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the REGISTRAR, SUPREME COURT,
to sell by
PUBLIC AUCTION,
ON
TUESDAY, the 14th March, 1905, at 11 A.M., on the
premises, at No. 108, Queen's Road Central,
THE GOOD-WILL,
STOCK-IN-TRADE, FURNITURE,
&c., &c.,
OF THE
TY SING FIRM,
as a going concern.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 3rd March, 1905. [318]

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, Des Voeux Road.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 349.

Hongkong, 1st October, 1904. [61]

IS RINDERPEST CONQUERED?

OPINION IN THE PHILIPPINES.

About two weeks ago *The Manila Times* published an interview with Major Carter, the commissioner of public health, in which he advocated the starting of a dairy here, asserting that there was money in it for the man who would undertake such a proposition. He said that almost daily he was in receipt of letters from American mothers asking him why it was impossible to get fresh milk here such as is obtained in Hongkong and some other cities in the East.

Since the publication of that article *The Times* has heard from two or three men who have to do with stock in these islands, all maintaining that the statements of Major Carter are erroneous and apt to induce some man to put his money into a dairy here with the inevitable result that he will lose all or practically all that he put into it.

Said one prominent cattle dealer: "I am surprised at Major Carter's statements. It is the height of folly to talk of running a dairy in Manila with the risks to cattle such as they are now. I would not give forty pesos a head for milk cows laid down here if a condition was that they be used only for dairy purposes.

"Just how Major Carter sees things as he does I don't know. You might ask him how it was that Dorr and Washburn lost some thirty odd head of fine Australian dairy cows as one ever saw. If I remember rightly, they spent about thirty thousand pesos on the deal and all there is left to show for it is one cow which Dorr removed to his house and which escaped the rinderpest which infected the others and is, I believe, still alive. Nice showing that, eh? One cow out of thirty.

"Then how did the government lose all but seven of its fifty-one or sixty-one head of cattle—a very expensive lot, too? Then how about the nineteen odd cattle Worcester imported not so very long ago? All dead but one, if I remember rightly. Then how about the Spanish woman at Nagtajan who ran a dairy on Calle Echague, only the other day she lost her twelve head of cows.

Then how about Jose Flamenco. He lost his first bunch—not inoculated, and on the advice of a cattle dealer he had his second lot thoroughly dosed with the serum. Did they survive, not much. Inoculated by the government too! They were left out in the government laboratory and worked on for weeks as a sort of 'st. case. But even with all the effort spent on them and the best that the laboratory can give they went under. Then how about the Australian called McGinnis, who came here with about twenty odd head thinking he had a good thing? His bunch were all inoculated and he thought he was on a fair way to fortune but they all keeled over too—every last one of them. I should like to know what Major Carter has to say about those cases. Oh yes, there's money in a dairy proposition."

"As a matter of fact," continued the cattle dealer, "you must count on a loss of ninety-five percent—yes, ninety-five, on all the milk cows you import."

"As to inoculation against rinderpest being a success in these islands I may say that after all my experience, I have come to a state where I don't care whether my cattle are inoculated or not. I seem to lose just about the same number either way. Sometimes I have had a bunch of cattle doing nicely without inoculation and then I have had them inoculated in response to representations on the part of the health authorities and the next thing I knew those cattle were dying like flies."

"From all I have seen rinderpest is a very peculiar disease. It seems to break out where cattle are crowded and penned together only. Now there in Shanghai it is unknown outside of a ten or twelve mile radius and cattle in the surrounding country never have it. Then in Hongkong they were free from it so long as the cattle were imported from one part of China but as soon as they began to import them from another section of the country rinderpest broke out. I have had beef cattle inoculated at Shanghai and then inoculated again by the government here, but all to the same purpose. From the time you get the cattle till the time of actual delivery you must count on about fifty per cent of deaths. That is in cattle for the market, which is a different thing from milk cows, which seem to be especially susceptible to the ravages of rinderpest.

"I believe the only way to save cattle is when they are brought in to ship them at once up country, taking care that they are not lightered into any boats or caskets that have once had cattle in them. The government authorities may talk all they please about the efficacy of disinfection, but I would take no chances with vessels which have been used even once to transport cattle—though they were disinfected a hundred times. Yes, that may not be science, but it is what I have learned by dear-bought experience."

MAJOR CARTER'S STATEMENT.

When the foregoing facts were submitted to Major Carter he said:—

"We know more about rinderpest now than formerly. Rinderpest can be prevented by proper inoculation. It is accomplished in other countries and should be the same here. As regards the cattle of Jose Flamenco, which died at the laboratory, it would be necessary to know who inoculated them and also how they were inoculated. The laboratory officials might be about to give some explanation."

DR. SLEE'S STATEMENT.

When Dr. Slee, chief veterinarian, who is in charge of the work of inoculation, was seen, he said:—

"If the United States will give to the Philippines the best quarantine laws obtainable, and also provide for their strict enforcement, I can safely state that rinderpest, and other infectious diseases to which the cattle of these islands are subject, will be reduced to the lowest possible minimum."

"As far as rinderpest is concerned, I think that it is safe to say that the troublesome complaint is under control. Two years of rigid

quarantine against the importation of cattle suffering from infectious diseases, would almost eliminate the malady."

Dr. Slee says that the department is carrying forward a persistent campaign against the further spread of rinderpest. Between four and five thousand head of cattle are inoculated each month. The veterinary department now has a half dozen men in the field who, Dr. Slee says, are performing a thorough and effective inoculation throughout the various provinces. This work is something that cannot be allowed to cease. The department must be ever watchful, and traps are made again and again in the same districts where the inoculation virus is administered to cattle regardless of their showing symptoms of disease.

The existing laxity in the quarantine laws is held accountable for the spread of several new diseases which have only recently appeared among the island cattle. It is claimed that with each importation of cattle from Java, India, and China some form of malady soon appears and adds to the burden of trouble with which the veterinary department must contend. An illness known as surra made its appearance during the latter part of 1904, and it has proved most difficult to eradicate. The malady affects cattle about the same way as does an attack of malarial fever on man. It is an organization found in the blood, and it is believed to have come from cattle which were imported from Java some years ago.

With proper quarantine laws protecting the islands against the wholesale importation of diseased cattle, the veterinary authorities are confident that the time will come when beef cattle can be raised in the Philippines without fear of their almost total annihilation. Until something is done along the lines suggested for the stamping out of these maladies the attempt to raise cattle either for food, or to be used for daily purposes, would involve a great risk, thinks Dr. Slee. The person going into this line of business has absolutely no guarantee that the project can be carried through to a successful culmination. The stocking of a dairy or cattle ranch involves too great an expenditure of money and time. The venture should not be attempted unless those backing it have every assurance that their stock will be afforded every protection against infectious diseases.

COMMERCIAL.

TO-DAY'S EXCHANGE.

SELLING.	
London—Bank T.T.	1/10 9/16
Do demand	1/10
Do 4 months' sight	1/10 13/16
France—Bank T.T.	2.37
America—Bank T.T.	1.53
Germany—Bank T.T.	1.92
India T.T.	1.40
Do demand	1.01
Shanghai—Bank T.T.	1.78
Japan—Bank T.T.	0.92
Java—Bank T.T.	1.13
BUYING.	
4 months' sight L/C.	1/10 15/16
6 months' sight L/C.	1/11 1/16
30 days' sight San Francisco & New York	4.61
4 months' sight do.	4.71
30 days' sight Sydney and Melbourne	1/11 3/16
4 months' sight France	2.41
6 months' sight do.	2.42
4 months' sight Germany	1.97
Bar Silver	27/3/16
Bank of England rate	3/16
OPUM QUOTATIONS.	
To-day's quotations are as follow:—	
Malwa New	1,100/1,110
" Old	1,150/1,180
" Older	1,190/1,230
Oldest	1,260/1,330
Pain New	1,160
Barmer New	1,090
Barmer Tener	870/1,110

NOTICE TO SHAREHOLDERS.

Intimations.

YOU WILL NOT
be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and defrauded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk, or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dale, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

Intimations.

A. S. WATSON & CO.,
LIMITED.ESTABLISHED A.D.
1841.WINE AND SPIRIT
MERCHANTS:

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Street, and should be accompanied by the Writer's Name and Address.
Or any business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.
SUBSCRIPTION RATES (IN ADVANCE):
DAILY—\$10 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportionate to the daily issue, are given when the address is accessible to newspapermen. The copies sent by post are \$1.50 per quarter, or \$1.20 per annum. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

gradually developed, but this has now been averted for the time being by the more pronounced advance of the Japanese centre and left armies which has resulted in a general retreat upon Mukden. The Japanese are in pursuit, and have no serious obstacles to encounter until coming within range of the Russian guns of the forts built on the banks of the Hunho, which will, however, soon be exposed to the fire of the artillery drawn up by the Japanese centre now advancing on the right of the city from the direction of Fushun and Tita. The next move in the campaign will be followed with more than usual interest as indications of the Russian intentions regarding the evacuation of Mukden will surely be forthcoming.

LOCAL AND GENERAL.

THE French mail of the 7th February was delivered in London on the 8th inst.

QUARANTINE restrictions against vessels arriving in Netherlands India from Hongkong are removed.

THE fifth dance to be given by the Masonic Quadrille Club take place in the Masonic Hall to-day at 9 p.m.

WING 93rd Burma Infantry leaves here on the 10th May, followed on the 23rd Iden by the remainder of the Regiment.

THE Kowloon Schools, which, as we announced ten days ago, was closed on account of diphtheria having made its appearance among some of the pupils, was re-opened this morning, the outbreak having been completely quelled.

THE transport *Hardinge* arrives from Karachi on the 2nd prox. and leaves three days later for India. The *Weser* arrives here on the 29th April from Bombay and proceeds to Taku the following day and, after disposing of reliefs returns here and goes on to Rangoon and Karachi. The sailing of the transport *Cunning* is cancelled.

THE following have been chosen to play for the Club in the Rugby match against The Garrison at Happy Valley to-morrow at 4.45 p.m.—Iack—J. A. F. Bouchier; three-quarters: A. S. Komphorne, T. E. Pearce, G. D. Bateman, and G. T. Macnamara; halves: H. Soper and J. P. Jordan; forwards: P. W. Goldring, A. Boyd, H. C. Aspinall, J. Hannon, Lieut. Holden, H. G. C. Bailey, A. N. Other, and H. F. Chard.

AT his sales rooms, Duddell Street, to-day Mr. Geo P. Lammett, auctioneer, put up for sale the cruising yacht *Plover*, as she now lies opposite Ah King's slipway, with all her boats, anchors, chains and appurtenances. Bidding commenced at \$500, and rose by quick stages to \$100, after which there were no further bids. The reserve price not having been reached, Mr. Lammett announced that the yacht was withdrawn for that reason.

WITH reference to the report in connection with the Italian vagrant Colace Vincenzo, on his way to his native country, we understand that Chevalier Volpicelli has no knowledge of the man's own personal possessions. This gentleman is sending the man home because of instructions received to that effect from the Italian Legation at Tokio together with a cheque for Yen 50 to pay his passage by the Italian steamer now in harbour.

FROM the local agents of the Portland and Asiatic Steamship Co. we have received an elaborately coloured plan of the district and buildings to be occupied by the Lewis and Clark Centennial and American Pacific Exposition and Oriental Fair, to be held at Portland, Oregon, from the 1st June to 15th October next, in commemoration of the exploration of Oregon country in 1805. This is accompanied by the official classification and rules of the exhibit department.

THE young Duchess Cecilia of Mecklenburg-Schwerin, who is engaged to the Crown Prince of Germany, is already occupied with her trousseau. Acting upon the advice of her mother, the Grand Duchess Anastasia, the bride-elect has ordered an evening dress from each capital of Europe. Her reception robes and waists she is buying in Paris and Berlin, and orders for tailor-made dresses have been placed in London. She is making large purchases of Irish lace, and all her shoes will be of American make.

IT is rarely that theatrical companies in Hongkong have the satisfaction of seeing crowded houses for several nights in succession. This, however, has fallen to the lot of the Dallas-Bandmann Opera Co. who are drawing large audiences to each performance. The two pieces staged since their season started in the Colony have undoubtedly merited patronage, and when the curtain rises on "The Ginglee" to-night Mr. Dallas may rest assured that a packed house will be awaiting the appearance of the artistes.

CHINA'S MONETARY SYSTEM.

The Board of Revenue intends to start a general silver and copper coin-making mint at Peking with the object of establishing a uniform monetary system throughout China. It is learned that all the mints in the different provinces, whose schemes have been proposed, but which have not yet been established, have been ordered to be stopped instantly. In this connection, all the copper plants and other materials already ordered will be sent up to Peking for the use of the general mint. On the other hand, those mints that have been started have been ordered to be suspended for three months, until the arrival of the steel moulds. The whole idea is to establish uniformity with regard to the coinage system of China, so as to facilitate commercial transactions and to prevent those peculiar evils connected with counterfeit coins.—*Syndication*.

HONGKONG'S WATER SUPPLY.

IS A WATER FAMINE IN SIGHT?

Hongkong, it would seem, is still affected by the question of a water famine. For the past couple of weeks or more, householders have been obliged to lay in the stock of water between 6 and 10 a.m. sufficient to supply the needs of the day, and the result has been that all manner of utensils have been called into use for this purpose. It is a well-known fact, that the Chinese house-boy is by no means impeccably clean, and his idea of filling a pannikin is of the crudest description. He simply dips it into the water-jar, and fills his vessel. This system has the double advantage of fulfilling the end he had in view and also cleaning the stained exterior of the pannikin. That may account for the fact that even clear soup has, of late, had a suspicion of "thickness" about it.

The question to be considered, however, is not the misdeeds of the all-pervading house-boy, but the reason why it should be necessary, at this time of the year, to limit the supply of water to residents in Hongkong. The answer will, doubtless, be that the authorities are guarding against a water-famine in the hot weather. When it is remembered that Hongkong has been deluged with rain during the past few days it will not seem hypocritical to define the answer as ridiculous. The reservoirs, if they are worth anything at all, should be ample sufficient to meet the needs of the community the whole year round, or at any rate during the greater part of the year. Allowance might be made for a slight diminution towards the close of the dry season, but even that would be a concession which should not be

made.

Hongkong stands in a peculiarly favoured position in so far as an adequate water supply is concerned. It is surrounded by an immense natural water-shed which should provide all that is necessary for the 300,000 odd people in Victoria, and if the reservoirs were up to the mark there should never be any question as to a continuous supply. Indeed, it is very probable that the supply would be adequate every day of the year were it not for the waste that goes on in every quarter of the city. At the public baths—take that at Wan Chai for example—the coolies may be seen deliberately wasting the water which is being withheld from other sections of the community. The street hydrants are also made a source of wastefulness, and there are a thousand and one ways which the reader will see for himself every day whereby the supply, even during the few hours allotted by the water authorities, is frittered away.

Since the water authority declared its intention of reducing the daily supply to four hours—and it should be mentioned in this connection that people at the Peak are only allowed the use of their water-taps for one hour—Hongkong has had a plentiful rainfall, sufficient, one would think, to meet all the requirements of the city population. If that were the case then, the expedient of limiting the supply might have been waived for the nonce, until the settled dry season had appeared in sight. Little wonder that people are grumbling in every direction at the Median law which cannot be broken by the authorities. In the average household it is difficult to say how much water will be required in any single day. The result of this ordinance by the water people is that every available bucket is filled to the utmost between 6 and 10 a.m. Supposing it is found that only half the quantity obtained was needless, that means that thousands of gallons have been wasted for no reason.

One method of guarding against the uncertainties of the water supply is that adopted at the Hongkong Hotel, where tanks are kept full to the brim so that there is always an adequate supply. But in places where there are no tanks the action of those in charge of the water has an exceedingly irritating effect. For instance, where lifts are operated by hydraulic power they are practically, in fact, of no avail during business hours, and those who have to climb to the top of a five-storyed building know what it means to the leg-weary when the water-power is shut off.

Another matter which might be considered is the question: What would be done in the case of a fire? No doubt means have been adopted to cope with such an emergency, but, however efficie-

nt, the Fire Brigade may be, and thoroughly prepared for such an emergency as it is

no doubt is, the fact remains that those on the

spot when the first signs of an outbreak appear

and when half a dozen buckets of water

might do all that was necessary to prevent a

conflagration, would be utterly powerless until the Brigade arrived. It may be urged that

many towns in the East adopt precautions

against a water-famine, and while that is

perfectly true, it should be borne in mind that

there are few, if any, places which enjoy the

natural advantages of collecting a sufficiency

of water compared to Hongkong. In fine, the

whole matter seems to be that Hongkong is

surely in need of additional water-storage ca-

acity and the sooner the works already started

are completed the better it will be for every-

body.

MASONIC.

At a meeting of the Phoenix Chapter No. 17 A. S. R. held in the Masonic Hall, Zetland Street, Victoria, on Tuesday evening the following Companions were elected and installed as office bearers for the ensuing year.

III. Comp. J. A. Tarran 18" M. W. S.
F. Howell 30" D. M. W. S.
W. E. Claret 30" H. P.
J. R. Lee 18" S. W.
O. F. Focken 30" J. W.
C. Lestbire 30" Treasurer.
T. Spafford 30" Secretary.
W. Fitlock Jr. 30" M. C.
Tang Chee 30" Chancellor.
G. A. Watkins 30" Standard Bearer.
J. W. Osborne 30" Steward.
J. Smith 18" I. G.
J. Venstone 30" Equerry

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

SHAREHOLDERS' MEETING.

The thirty-fourth ordinary meeting of shareholders in the above Company was held at the offices, 3, Queen's Road Central, at noon. Mr. E. Goetz presided, and there were also present Messrs. N. A. Siebs, A. G. Wood, E. Shellim, H. W. Slade, Hon. Mr. R. Shewan, and A. Haupt (Directors); G. Pemberton (Acting Secretary), E. S. Joseph, J. J. Leiria, A. J. V. Ribeiro, Captain Goddard, F. Smyth, W. H. Wickham, R. M. da Silva, A. H. M. da Silva, Tong Lai Chuen, Chan Pat, B. M. Conceicao, Hon. Wei Yik, and J. Orange.

The Secretary having read the Notice convening the meeting,

The Chairman said:—Gentlemen, the directors' report and statement of the company's account for the past year having been in your hands for some time, I will, subject to your approval, now adopt the usual course and take them as read. You will I am sure have noticed with great pleasure the extremely favourable outcome of the year 1903, which has resulted in a profit of \$236,374.17, the loss ratio being 43.85 per cent. of the premium income, as compared with 41.71 per cent. for 1902. With your approval we propose to deal with this sum as follows:—

Dividend of 16 and bonus of \$1 per share \$140,000.00
Add to extra reserve fund 92,364.17
Bonus to office staff 4,010.00

\$36,374.17

We are again, I am glad to say, in the happy position of being able to recommend a bonus of \$1 per share, in addition to the usual dividend of \$6 per share, and also to transfer the sum of \$92,364.17 to the extra reserve fund, which will stand at \$218,039.73. Such results, however, cannot be expected every year, and your directors cannot impress upon you too strongly the advisability in the best interests of the company of continuing to build up the extra reserve fund. Bad years may come and we may be in the unfortunate position of having to show a loss instead of a profit, this fund would then, we hope, enable us to continue our dividend, and its utility in this respect has been already twice proved in 1891 and 1901, when but for its existence the dividend would have had to be decreased. Turning now to the balance sheet the amount under the heading of investments shows a decrease of \$10,660.42, which is principally accounted for by the fact that the Hongkong and Kowloon Wharf and Godown Co.'s debentures of which the company held \$103,152.50, have been repaid; on the other hand, loans on mortgage show an increase of \$168,500, the other items remaining much the same. The company's surveyors have reported on our advances under mortgage and I am happy to assure you that the same are quite satisfactory. The balance at the credit of working account 1904 is \$263,374.35, which is considerably above the average, although \$68,673.14 less than the sum carried forward last year; this is accounted for by losses being unusually heavy, being \$139,902.29 as against \$46,273.55 in the 1903 account. Fires were very numerous during the year, especially in Shanghai, and the two fires in Kowloon godowns here will be still fresh in your minds. Our premium and interest accounts both show satisfactory increases, the former of \$35,450.46, and the latter of \$8,749.90. During the year we commenced doing business in Calcutta and India generally, and so far, this has proved very satisfactory. We have also opened an agency at Chingantao. Our outstanding liabilities in Japan also ran off, without I am glad to say any further losses. I will now move that the directors' report and statement of accounts for the year 1904 as presented be adopted. After this has been seconded I shall be pleased to answer any questions that may be put relating to business before the meeting.

Mr. J. Orange said: I have pleasure in seconding the adoption of the report and accounts, and also to congratulate the Board and the Acting Secretary on the excellent figures before us. I have also to thank the Chairman on behalf of the shareholders for his excellent speech which gives us more information of the working of the Company than is usual in such cases. The resolution was carried unanimously.

Mr. J. J. Leiria moved that the Hon. Mr. R. Shaw be "Director of the Company" be confirmed.

Mr. da Silva seconded, and the motion was agreed to.

Mr. H. W. Slade and Mr. A. Haupt were re-elected Directors on the proposition of Mr. Ribeiro seconded by Mr. Smyth.

Mr. Joseph proposed and Mr. Wickham seconded the re-election of the auditors, Messrs. W. Hutton Potts and A. R. Lowe, and this was agreed to.

This concluded the business, the Chairman stating that dividend warrants would be posted in the afternoon.

SHIPPING AND MAIIS.

MAILS DUE.
English (Yubin) 10th inst., 6 a.m.
Indian (Sutong) 14th inst.
German (Prinz Albrecht) 14th inst.
Canadian (Empress of China) 15th inst.
American (Korea) 16th inst.
German (Prinz Heinrich) 16th inst.
Indian (Kumsong) 22nd inst.
Canadian (Tartar) 29th inst.

The A. Co. s.s. *Clayburn* left New York on 23rd ult., and is due here on 29th prox.

The s.s. *Opland* left Tientsin yesterday afternoon, and is due here on Monday afternoon.

The C. P. R. Co. s.s. *Tartar* left Vancouver for Hongkong via the usual ports of call on 7th inst.

The Great Northern s.s. *Attlens* is due to leave Manila for Hongkong on 12th inst., and is due here on 14th inst.

The O. S. S. Co. & C. M. N. Co. s.s. *Actinon* left Singapore at daylight to-day, and is expected here on 15th inst.

The C. P. R. Co. s.s. *Empress of China* arrived at Kobe at 12.30 p.m. on 8th inst., and left again at 4 p.m., same day, via Nagasaki for Shanghai where she is due to arrive at 3 p.m. on 11th inst.

TELEGRAMS.

THE WAR.

THE SACRED TOMBS OF MUKDEN.
JAPANESE CONSIDERATION.

Mr. M. Noma, Consul for Japan, kindly forwards us the following telegram:

Tokio, 6th March, 1 p.m.

To respect the sanctity of the place whence arose the Imperial Dynasty of China and to preserve the peace and tranquillity among the Chinese inhabitants of Mukden, Marquis Oyama, in giving an order for the general pursuit of the enemy, on the 8th inst., strictly prohibited his troops from taking a route within the walls of that city.

RUSSIAN RETREAT.

JAPANESE IN PURSUIT.

Tokio, 8th March, 11.50 p.m.
Marshal Oyama reports that the enemy, beaten in every direction, commenced to retreat on the early morning of Wednesday and our army is in vigorous pursuit.

RUSSIANS ROUTED.

Tokio, 8th March, 1.55 p.m.
In the direction of Hingking our detachment, on the 6th inst., occupied Huaijen fifty miles south-east of Hingking; otherwise the situation is unchanged. In the direction of Shaho in district east of railway, the enemy's attacks on the morning of 7th inst. on some of our positions were repulsed everywhere. In the district west of the railway we occupied east of Hangchengpao whereupon the enemy attempted to restore it but were repulsed. On the right bank of the Shaho we captured a large portion of Likwanpao whereupon the enemy about one division strong delivered a counter-attack but were repulsed.

Later.

Our detachment, which had been engaging with the enemy's strong forces near Machuntan, dislodged them at eight o'clock this morning (8th) from their positions and is pursuing northward.

A DISPUTED B

TELEGRAM.

[Reuter's.]

Facing Fateful Odds.

FIERCE FIGHTING.

LONDON, 7th March.
Reuter's correspondent with General Oku's army, writing on the 6th instant, says that the attacks of the Japanese left wing since the 28th ultimo have been pushed home in the face of tremendous difficulties amid heavy snow storms and with star shells and searchlights, lighting up every movement. They carried trenches defended by wire entanglements and bristling with machine guns at the point of the bayonet, despite the stubborn resistance of the Russians. The latter are now retreating in disorder, the men discarding both arms and clothing in their flight.

The Japanese have captured a number of six-inch guns and machine guns.

The attacks of the Japanese were covered by the most furious bombardment, all the Port Arthur siege guns being employed with terrible effect, pulverizing villages and earthworks, and demoralizing the Russians.

In the meantime the fighting in the centre is confined to the artillery.

Later.

Diplomatic Changes and Appointments.

The Hon. Whitelaw Reid has been appointed American Ambassador in London, and Mr. W. W. Lockhill, American Minister in Peking. Mr. E. H. Conger has been transferred to Mexico.

The following have been appointed American Consuls-General:—

Mr. Simmons at Newchwang,
Mr. Miller at Yokohama, and
Mr. Rodgers at Shanghai.

Russian Labour Commission.

The Tsar has ordered the closing of the Labour Commission mentioned in telegram of the 2nd instant, owing to the refusal of the workmen to elect representatives.

MACAO NOV. 1.

[From Our Own Correspondent.]

Macao, 8th March, 1905.

JERRY BUILDINGS.

On Monday night three houses collapsed in one of the principal streets in Chingloung not far from the place commonly known as "Hongkong mui." Two Chinamen were killed and three seriously injured; the latter were removed to hospital for treatment. If the accident had happened in the dry time the number of victims might easily have been greater, as the street is one of the most frequented in the city. The houses were of three stories, and for their height the thickness of the wall, constructed of inferior brick, was comparatively insufficient. It is asked, how is it that Government could have sanctioned any structure of such bad construction? The law in this respect is kept more in its breach than in observance. Some time ago it was decreed that, in the re-construction of houses, the widening of the roads should be borne in mind. Instead of this being the case and in spite of the Governmental order, many houses have since been re-erected and others in course of completion, while the Order has been wholly set at naught. How, then, can it be expected that the sanitary condition of Macao can be improved? The Squares of S. Domingo and of the Senate are considerably narrowed since the new buildings have been allowed to be put up. Axe-grinding has a good deal to do here in opposition to the general well-being of the community.

A PUBLIC NUISANCE.

While on the subject of sanitation, I would like to bring to the notice of the municipal authorities a nuisance which is a menace to the public health unless promptly abated. I refer to the objectionable disposal of the fugal matter on the Praia Grande which, for lack of efficient supervision, threatens the health of all inhabitants living in this beautiful and, should be healthful part of the city. It is a matter of common knowledge that to save themselves the trouble of distant carriage the coolies (men and women alike) empty the contents of the buckets over the praya wall into the sea, and this is done as late as after seven o'clock in the morning when the offenders should be apprehended and dealt with severely for such a reprehensible practice. This offence is too common and the wonder is that it is allowed to continue for so long with perfect impunity. The foreshore must perforce be polluted, and the offensiveness of the exhalations at low-tide might easily be responsible for an epidemic of typhoid or diphtheria which may lead to consequences far more serious than pleasant to contemplate.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 9th at 11.50 a.m. The barometer has risen over the E. coast of China, and fallen slightly on the S. coast.

A high pressure area is lying over N. China, and gradients are rather steep in the Formosa Channel and N. part of the China Sea, where strong monsoon may be expected to prevail.

Forecast:—Strong N.E. breezes; overcast, some drizzling rain.

THE CHINESE ENGINEERING AND MINING CO. CASE.

A SHANGHAI OPINION.

H. E. Chang Yen-Mao has, curious as it may seem, been the means of raising to the highest pinnacle of admiration in China, the British sense of justice. The case adjudicated upon by Mr. Justice Joyce was a most complicated one; but with a firm conviction of the justice of the claim, put forward on behalf of those whom he represented, and an even greater faith in the fact that the scales of justice balance on the pivot of British honour always yield to the pressure of right, H. E. Chang Yen-Mao appealed to that court where all men, the richest or the poorest, have the right to plead. Memory travels back to the year 1880, when those most energetic of brothers, Tong Mao-chee and Tong King-ting, took up the native-coal scratchings and with a capital of Tls. 1,000,000, equivalent to £250,000 in those days, organised the mines on modern principles. Chinese ideas of capital in those days were small and the Company was soon involved and had to raise a loan of £100,000 in China. This money was raised through the energies of H. E. Chang Yen-Mao. The money was soon swallowed up and a further sum of £80,000 was found necessary in the year 1895. The money could not be raised in China for an essentially Chinese enterprise, but foreigners, chiefly Belgians and French, required little persuasion to acquire debentures in such a promising undertaking. The year 1895 did not see the conclusion of the financial troubles of the Kaiping or Tong collieries as the avarice of governing officials in Peking, with regard to what, in courtesy, we may call royalty or commission, daily accumulated; and in order to purchase freedom from this ever-increasing millstone, Prince Ching and Chang Yen-Mao personally advanced a further loan of £250,000. We will see by this that a company with a nominal capital of £250,000 was carrying debts to the amount of £400,000, bearing the somewhat excessive rate of 3½ per cent interest. A company bearing this financial strain was not in a position, particularly in the turbulent times of 1900 and 1901, to stand pressure from any parties desiring to see its downfall. There was no doubt in the minds of all those who knew anything of the mines that they formed a very valuable property and it was an open secret that in the two years just named, certain foreign governments desired to lay hands suddenly upon the richness of those carboniferous deposits. Not only this, but word had leaked out that certain foreign troops had received orders to seize the mines. There was no time to lose if China was to have even the semblance of a voice in the control of China's great industry; and the agreement of Feb. 1st, 1901, which has held such a prominent place in the present trial, was the result. It is not for us to say that it was the wisest agreement that could have been made for either party. Neither is it for us to say that it was the worst agreement, but what we do say is that the exigencies of the case were such that something had to be done. In this respect it was a case of "when thou dost do quickly." Again, the exigencies of the case compelled the vendees of the first part to obtain money where they could, although the spirit of the agreement was to the effect that any foreign capital should be British capital. As we have shown above, both French and Belgian capitalists, had already an interest, through debenture holdings, in the old Company, and knew its value. They, it seems, were therefore the more willing to invest in the new venture, and it was Belgians, who eventually found greater part of the capital required in a nominally Anglo-Chinese enterprise. The fact remains, however, that although the company was formed and was registered as a British concern, the Chinese thought the spirit, not the word, of the agreement was broken, inasmuch as they believed that they should always have the appointing of a certain number of directors and thereby retain a modicum of control. That the question of fraud was made the secondary charge seems to have been most wise, and it is pleasing to note that all the learned judge finds in his judgment, that the defendant's were guilty of breach of contract. At least that is what we understand from the telegraphic summary to hand. The Chinese, by this action, have gained two important points, one that they were contending for and the other incidental to that contention. They contended that Brit. i. h. Justice should so read the agreement as to insist on proper representation of Chinese on the board of direction and that such board should sit in China. They have gained this point, but the second point they have gained is a knowledge that, in British courts, justice is impartial.

THE COPPER OF YUNNAN.

Taotai Yen Shou Fang, chief of the Committee Commercial Bureau of Shanghai, some time ago had the intention of obtaining copper from Yunnan, and subsequently telegraphed to the Chinese Minister of Mining Affairs in that province, asking to kindly supply him with the necessary information, as already reported in these columns. According to the reply received a few days ago, the price of Peking copper is Tls. 20 per hundred catty, not including, however, the transportation fees. From the mining factory of Yunnan to Luchow, for every instalment of 5000 catties, it would take over three months, so far as transportation is concerned, and from Luchow to Shanghai, over a month. In usual practice, the copper is escorted by a specially-appointed deputy to Peking, where he would report to the proper Board for delivery. The above is only a rough account of how copper is sent from Yunnan to Peking. In conclusion the Chinese Minister of Mining Affairs asked whether the scheme referred to the purchase of copper from Yunnan or the development of copper mines thereof, and if the former part of the scheme be adopted, it would result in considerable difficulty, as much copper from Yunnan is consumed in Peking every year. But if the latter, there are some chances of success on condition that sufficient capital is raised. The undertaking will bear no fruit for a few years to come. For, it must be realized, mining affairs have been carried out in Yunnan for twenty years, and since then no less than Tls. 5,000,000 have been spent. [Eastern Times]

THE SINGAPORE DOCKS.

In continuation of the report, printed yesterday, of the extraordinary meeting of shareholders to consider the Expropriation Bill, the following speech, and others to be concluded to-morrow, will be read with interest:—

MR. WARRACK.

Mr. Warrack said:—I have been asked to second the first resolution, I presume because I have lately had an opportunity of meeting the London Committee, but I wish it to be known that I have not consulted the directors as to what I shall say and that they are not committed to my views on the matter. I observe the "Straits Times" is pleased to consider that in holding this meeting we are affecting an indignation, and simulating an anger which we do not really feel. I should just like to ask the Editor how his shareholders would feel if the Government proposed to expropriate the "Straits Times" without any compensation for compulsory sale, and how he himself would feel if the Government gave as their reason for expropriation the total inadequacy of his leading articles to meet the requirements of the place.

I am not aware that we have shown any particular indignation or anger about the matter, but I do not deny that we feel sore at the way it has been gone about by the Government and the basis on which they propose we should be thrust out of so magnificent a heritage, built up, as it has been, by so much labour and thought on the part of the management and so much self-denial on the part of the shareholders.

I do not know what impression you have formed from a perusal of the correspondence published by the Government, but mine is very distinct that, when Mr. Lucas's letter of 2nd September last was sent into the London Committee, the Secretary of State for the Colonies, if he had not already decided in his own mind for expropriation, at any rate regarded it as a most probable alternative in the other proposal that the arbitrators shall fix the compensation on the basis of 20 years purchase on the present dividend; but suppose for the sake of argument that they listen to our contention to be paid out on the basis of the dividend earning capacity and also for the sake of argument that the figures I quoted three years ago are taken, viz 28%, this would mean \$60 per share, and the interest at 5% would be fully a million dollars against \$444,000 now taken out of the Company by the shareholders. This will mean that it will be impossible to make any extensions out of revenue and that these will have to be borrowed for as they are made.

3rd. In charging the new undertaking with 5% interest I do not think it will be disputed that the Government will be charging at least 1½ more than they can borrow at, seeing for example, that the Hongkong 3½ loan stands above par and if my figure of \$60 per share is taken it will mean that fully \$600,000 profit will be made by the Government and an annual burden of this amount laid upon the shipping and trade of the port.

The proposal is so monstrous that we can hardly believe we are dealing with the same Government which proposed an expensive Harbour Scheme and was willing to bear for many years the loss of interest amounting to a much larger sum than I have named. Should the same policy be pursued regarding the loans necessary for the proposed Lagoon Scheme, the Government will make a further profit of \$25,000 a year.

GOVERNMENT NO PROFIT?

Now this statement forms the keystone of his whole argument for expropriation, without which it crumbles to pieces, and I think that we can claim that it should not rest on the recollection of a single individual, however eminent he may be, and however honourable we may believe him to be. I happened to be present when the London Committee discussed this statement with a deputation of the London Committee, to the effect that without the assistance of the Government the London Committee could not hope to raise the necessary money for the extension proposed and to do so out of revenues would take 10 years.

THE KEYSTONE OF APPROPRIATION.

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NOT OPPORTUNITY OF OPPOSING.

Then again when the Secretary of State had decided for expropriation, the Company should have been given an opportunity of showing they could raise the money themselves and of giving their views on the question. Among other things the Company might have asked him to consider if he was not saddling the wrong horse with expropriation and was it not public policy that the control of the Harbour should be put into the hands of those who had proved themselves the most capable, and that real solution was the expropriation of the Colonial Government by the Tanjong Pagar Dock Co. of their interest in and control over the Singapore Harbour.

A LITTLE SUTURE.

They could have shown that the Colonial Government had done little or nothing for the Harbour since the settlement of the Colony. They could have shown that while they were making a huge profit from the Straits Lights, they had only established a single leading light on Fort Canning, when they should have covered the Harbour with a network of lighted buoys and enabled steamers to enter at night as they do at home, and thus greatly increase the working capacity of the wharves. They could have shown that only one rock had been removed at the entrance of the River, when they could and should have removed several reefs in the fairway of the New Harbour. They could have shown that, except some mudlarking in the river, they have not carried out a single recommendation of their own River Commission, though held five years ago, and that a state of congestion exists which inflicts a greater loss on the trade of Singapore than any detention to steamers by Tanjong Pagar. They could have shown that the Government, by their dog in the manger policy as regards foreshore right to land belonging to the Dock Company, they have prevented the construction of wharves which would have relieved the pressure at Tanjong Pagar at such periods as the China War and that at a trifling cost compared with the huge schemes now

HOW TO MEET THE GOVERNMENT.

There are many other points of general interest I might be tempted to enlarge upon, but I shall spare you and conclude by suggesting the attitude we should assume toward Government. We intend to fight for every dollar of our rights and I have no misgivings as to the result of the arbitration if the proposed amendments to the ordinance are allowed by Government, but we, besides being shareholders of this Company, are all interested in the trade and prosperity of the port and I think we should let it go forth to the Government that while we consider we have been badly treated and believe that it would have been better for all concerned had the development of Tanjong Pagar been continued in our hands, yet we do not propose to offer a factious opposition to their scheme and cordially accept their invitation to assist in the management of the new concern.

FUTURE DIFFICULTIES.

I do not wish to prophecy evil and I do not, but I cannot conceal my apprehension of the very grave difficulties which will confront the new board, difficulties arising not from any lack of vitality of the concern, but from the deadening influence of Government control, and its incompatibility in temper and principle with a commercial undertaking. To surmount these difficulties will require the brains of men of the highest ability and large commercial experience but these the directors and shareholders can and I think should supply. (Loud applause.) S. F. Press.

BILL MUST BE MODIFIED.

But however good our case against expropriation is, I think we must realize that the Government are determined on it and we ought

to concentrate our efforts to obtain such modifications in the Bill as will secure justice to ourselves and are dictated by public policy. There two clauses in the Bill I regard as so objectionable as to involve the principle of the bill and warrant the Unofficial Members of Council in opposing the second reading unless amendments are promised by the Government. These are Nos. 13 and 30.

THE NO COMPENSATION CLAUSE.

No. 13 refers to the principle on which the arbitration is to be conducted and lays it down that no compensation for compulsory sale is to be paid the Company. This is largely a legal matter and I hope that a succeeding speaker will take it up, but as a layman I would point out that it is just that owners of land in this Colony should by the law of this Colony receive 15% compensation for compulsory sale, it is surely just that we should receive the same for our land. The only possible excuse I can see that the Government can put forward is that this compensation would involve too large a sum. Well, we have all heard of the woman, who in extenuation of her breach of the moral law pleaded that the result was such "a very small one," but in the case of the Government it will be necessary for them to excuse their breach of Colonial law by pleading that the result would be "a very big one."

THE 5% CHARGE.

The other clause, No. 30 section 1, proposes that the New Board should pay to the Government 5% interest on the cost of the undertaking and I desire to draw your attention to the following points.

1st. If the Government are correctly reported in the newspapers as having suggested \$240 per share as a fair basis for negotiation, 5% per annum on that sum is exactly the dividend paid to the shareholders, the proposed maintenance of which was so condemned by the Government and proved the chief reason for refusing to assist the Company financially. It will now be taken out of the New Board by the Government.

2nd. This valuation of \$240 presupposes that the arbitrators shall fix the compensation on the basis of 20 years purchase on the present dividend; but suppose for the sake of argument that they listen to our contention to be paid out on the basis of the dividend earning capacity and also for the sake of argument that the figures I quoted three years ago are taken, viz 28%, this would mean \$60 per share, and the interest at 5% would be fully a million dollars against \$444,000 now taken out of the Company by the shareholders. This will mean that it will be impossible to make any extensions out of revenue and that these will have to be borrowed for as they are made.

3rd. In charging the new undertaking with 5% interest I do not think it will be disputed that the Government will be charging at least 1½ more than they can borrow at, seeing for example, that the Hongkong 3½ loan stands above par and if my figure of \$60 per share is taken it will mean that fully \$600,000 profit will be made by the Government and an annual burden of this amount laid upon the shipping and trade of the port.

The proposal is so monstrous that we can hardly believe we are dealing with the same Government which proposed an expensive Harbour Scheme and was willing to bear for many years the loss of interest amounting to a much larger sum than I have named. Should the same policy be pursued regarding the loans necessary for the proposed Lagoon Scheme, the Government will make a further profit of \$25,000 a year.

GOVERNMENT NO PROFIT?

4th. His Excellency the Governor in introducing the Ordinance before the Council stated that the Government had no wish to make any profit out of the transaction and the difference between what they paid and received would be used as a sinking fund, but if you will look at the Ordinance you will find no provision whatever for carrying this out, and there is nothing to prevent the Government charging 5% for a long time to come. Further there is no necessity for a sinking fund. A sinking fund is a valuable expedient for spreading the cost of unproductive works over a series of years, as in the case of Municipality, but it is absurd to apply it to a commercial undertaking which is able to pay interest out of profits and whose assets are sufficient to cover all liabilities.

I have already shown that if the arbitrators fix the purchase price at not lower than 20 years purchase that is a 5% basis, and my argument is independent of the question whether they fix the net profits to be 12% or 28%, then all improvements will have to be made by borrowing. What then is the use of paying off by means of a sinking fund the original loan for the cost of the undertaking, when the new board will be continually borrowing to carry out improvements?

MORAL INTIMIDATION.

5th.—So far I have spoken on this clause, not so much as a shareholder as one whose whole interests are in Singapore, but there is one aspect which I think deserves attention from the shareholder's point of view. It is that I regard the insertion of 5% interest payable to the Government as a moral intimidation of the arbitrators that they do not give more than 20 years purchase for the concern, for if they gave more than 25 years or 4%, which is nearer the basis of home valuations, it would mean that the Government would be put in the foolish position of extracting 5% from the new board which would only be earning 4%. Now to make a Government look foolish is repugnant to every loyal subject, and I do not think that the arbitrators should have to choose between their loyalty and the justice of the case. To protect them the Unofficial Members of Council should demand that an addition be made to this clause that nothing in this section should affect the compensation payable to the Company.

THE EVENT OF THE SEASON.

They could have shown that the Colonial Government had done little or nothing for the Harbour since the settlement of the Colony. They could have shown that while they were making a huge profit from the Straits Lights, they had only established a single leading light on Fort Canning, when they should have covered the Harbour with a network of lighted buoys and enabled steamers to enter at night as they do at home, and thus greatly increase the working capacity of the whar

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CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.
1, ICE HOUSE ROAD
HONGKONG

SHIPPING.

ARRIVALS.

Germany, Ger. s.s., 1,714, J. Bruhn, 8th Mar.—
Saigon 3rd Mar. Rice.—J. & Co.

Hellas, Ger. s.s., 1,539, Rode, 9th Mar.—
Chinkiang 4th Mar. Gen.—S. & Co.

Glencairn, Br. s.s., 2,306, J. Rafferty, 9th Mar.—
London 1st Jan., and Singapore 3rd Mar., Gen.—McG. Bro. & Gow.

Dr. Hans Jung Kier, Nor. s.s., 691, H. E. Larsen, 9th Mar.—Haiphong and Hoihow 7th Mar., Gen.—A. R. M.

Mathilde, Ger. s.s., 678, Jurgensen, 9th Mar.—
Pakhoi and Hoihow 7th Mar., Gen.—J. & Co.

Clearances at the Harbour Office.
Hongkong, for West River.
Paul Beau, for Canton.
Keongweal, for Swatow.
Hatching, for Swatow.
San Chong, for Canton.
Wingchau, for Macao.
Tingting, for Swatow.
Tatuan, for Ningpo.
Benzleuch, for Nagasaki.
Holm, for Shau-utsung.
Kwongtung, for Canton.
Surada, for Yokohama.
Jan Lee, for West River.

DEPARTURES.

Mar. 9.
Batching, for Coast Ports.
Richmond Castle, for Singapore.
Quinta, for Swatow.
Eiger, for Canton.
Tingting, for Shanghai.
Bourbon, for Saigon.

Passengers arrived.

None.

Passengers departed.

Per Empress of Japan, for Vancouver, &c.—
Messrs. J. I. Plummer, W. S. Bailey, T. C. Stafford, G. Dean, G. Winkle, C. W. Hick, Mrs. T. D. Nattan, Mr. H. C. Sandford, Capt. W. H. Simpson, Col. and Mrs. L. F. Browne, R.E., Misses Browne (2), Messrs. D. H. W. Kitchie, B. Cumrion, N. W. Quin, Mr. and Mrs. A. Reiss and maid, F. E. Brown, J. M. Coyne, E. D. C. Hall, E. R. Wolfe, K. Bard, J. S. Rankin, Mrs. Bird, child and infant, Col. J. F. Lewis, Col. and Mrs. Keeper, Mr. W. B. Dicks, Mr. and Mrs. T. B. Lawler and child, Dr. and Mrs. Horne, Mr. V. A. Dodge, Lieut. E. N. Adams, Misses J. Lyon, A. Eunn, Mrs. L. R. Wall and infant, Mr. L. S. Santos, Mr. and Mrs. Chas. Van Rose, Mr. and Mrs. B. Roth, Mrs. N. Kinnaman, Messrs. J. W. Gale, Chue Yue Chee, Mr. and Mrs. M. H. Hinton, Hy. Hy. Coss, Mr. and Mrs. G. C. M. A. V. Fraser, E. T. Ocampo, A. G. Ward, Geo. B. Dowdell, Misses Dowdell (2), Messrs. Dowling, A. C. Dias, Messrs. Wm. Anderson, M. McGregor, Mr. and Mrs. W. D. Graham, Messrs. L. G. Hiddleston, R. Hodkinson, D. Laird, Chin Quang Soon, G. Dangerfield, Mrs. M. Mirakami, Mr. A. R. Clark, Mr. and Mrs. Chin Tuck Yue, Mrs. Leung She and daughter, Mrs. Mar Tai, 3 adults and a children, Messrs. Tse Wai Cheung, M. S. Hizwander, W. L. Thompson and A. Johnson.

Shipping Report.

Mr. Hellas from Chinkiang—Had fresh
monsoon to Ockseu, from there to port moderate
to light Nly winds, and fine weather.

Vessels in Port.

STRANGERS.

Aragon, Ger. s.s., 5,423, R. Schulte, 7th Mar.—
Portland, Or. via Yokohama, Kobe and Nagasaki 2nd Mar., Gen.—P. & A. S. S. Co.

Arratoon Apcar, Br. s.s., 2,931, E. Fey, 9th
Feb.—Calcutta via Penang and Singapore
3rd Feb., Gen.—D. S. & Co., Ltd.

Auchenarden, Br. s.s., 2,256, Crowder, 7th
Mar., Kuchinozu 2nd Mar., Cosi.—M. B.

Benzleuch, Br. s.s., 2,679, A. W. S. Thomson,
2th Mar., Singapore 28th Feb., Gen.—G.
L. & Co.

Chingtu, Br. s.s., 1,479, J. McD. Howie, 4th
Mar.—Melbourne 25th Jan. and Manila
1st Mar., Gen.—B. & S.

Elisabeth Rickmers, Ger. s.s., 977, C. Götsche,
6th Mar., Bangkok 27th Feb., Rice and
Rice-Mei.—A. K. & Co.

Friethof, Nor. s.s., 899, H. A. Haraldsen, 8th
Mar.—Tamsui 5th Mar., Gen.—O. S. K.

Hohenstein, Ger. s.s., 1,275, H. Hamer, 7th
Mar.—Moj (Japan) 1st Mar., Coal—Order.

Holstein, Ger. s.s., 895, J. C. Hansen, 6th Mar.,
—Saigon 1st Mar., Rice.—J. & Co.

Huphe, Br. s.s., 1,305, Mathias, 8th Mar.,
Swatow 7th Mar., Gen.—B. & S.

Ikbal, Br. s.s., 3,490, Robertson, 10th Feb.,
Durbar 17th Feb., Ballast.—G. L. & Co.

Ishida, Ital. s.s., 2,784, M. Dante, 7th Mar.,
Bombay 17th Feb., and Singapore 28th
Mar.—C. & Co.

Katharine Park, Br. s.s., 1,075, W. H. Capp,
12th Jan.—Sasebo (Japan) 8th Jan.—Light.
—G. L. & Co.

Keong Wai, Br. s.s., 1,115, W. Möllermann, 5th
Mar., Bangkok 24th Feb., Rice.—B. & S.

Laertes, Br. s.s., 1,351, J. B. Jackson, 5th Mar.,
—Saigon 28th Feb., Rice and Meat.—
Chinese.

Lightning, Br. s.s., 2,822, J. G. Spence, 6th
Mar.—Calcutta 18th Jan., Penang and
Singapore 1st Mar., Gen.—D. S. & Co., Ltd.

Loongsang, Br. s.s., 1,003, G. S. Weigall, 7th
Mar.,—Manila 4th Mar., Gen.—J. M. & Co.

Manchuria, Am. s.s., 8,750, J. W. Saunders,
4th Mar., San Francisco 28th Jan., and
Manila 2nd Mar., Manila and Gen.—P. M.
S. S. Co.

Mercedes, Br. s.s., 2,925, G. S. McGregor, 1st
Mar.,—Weihaiwei 25th Feb., Ballast.—
Naval Stores.

Pitsanulok, Ger. s.s., 1,267, C. Fuchs, 6th
Mar.,—Bangkok 27th Feb., Rice and
Meat.—B. & S.

Queen Louise, Br. s.s., 2,170, W. A. Nicoll, 6th
Mar.,—Moj 28th Feb., Black Diamonds.—
D. & Co., Ltd.

Rajaburi, Ger. s.s., 1,056, G. Wendig, 4th
Mar.,—Swatow 3rd Mar., Gen.—B. & S.

Rubi, Br. s.s., 1,611, R. W. Almond, 6th Mar.,
—Manila 5th Mar., Gen.—S. T. & Co.

Sambia, Ger. s.s., 3,623, H. Lusing, 8th Mar.,
—Shanghai 5th Mar., Gen.—H. A. L.

Sigisca, Ger. s.s., 3,468, Bable, 7th Mar.,
—Singapore 1st Mar., Gen.—H. A. L.

Store Norden, Dan. s.s., 1,291, H. C. A. Petersen,
8th Mar.,—Shanghai 1st Mar., Gen.—Cable.
—G. N. Telegraph Co.

Taiwan, Br. s.s., 1,100, H. Harder, 8th Mar.,
Canton 7th Mar., Gen.—B. & S.

Estimates given for all classes of work on
application to

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL."

Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 11th
March, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Oceana*, 6,610 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Persia*,
due in London on the 22nd April.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 25th February, 1905.MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIEN."

Captain Oliver, will be despatched for
MARSEILLES on TUESDAY, the 21st
March, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOURANE* 4th April.
S.S. *TONKIN* 18th April.
S.S. *DUMBEA* 2nd May.L. BRIDOU,
Acting Agent.
Hongkong, 8th March, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.Steamers. Tons. Captains. Sailing.

Pleiaades 1 3,753 F.G. Purington At. Mar. 30
Shawmut 9,606 E. V. Roberts April 13
Tremont 9,606 T. W. Garlick May 6
Lyra 1 4,417 G. V. Williams May 15

† Cargo only.FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.Tremont 9,606 T. W. Garlick At. April 18
Lyra 4,417 G. V. Williams May 3CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. *Shawmut* and *Tremont*
are fitted, with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barbers' shop and steam-laundry. Cargo
carried in cold storage.For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.Queen's Buildings.
Hongkong, 4th March, 1905.BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note-Papers,
Copying Presses, also Automatic Cyclotypes
and Elliams Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 7th March, 1905. [50]WHY NOT THE BEST?
SEVEN GRAND PRIZES
AWARDED TO
SINGER SEWING MACHINES
AT THE
ST. LOUIS EXPOSITION.SHOW-ROOMS:—1, WYNDHAM STREET.
Cash or Easy Monthly Payments.
Hongkong, 28th January, 1905. [48]

TUBORG BEER.

FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.,
Hongkong, 10th January, 1905. [57]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPSOF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.Lamps fixed up for
Buyers free of charge.Naphtha of the best
kind kept in stock.Next sailings will be as follows:—
S.S. *TOURANE* 4th April.
S.S. *TONKIN* 18th April.
S.S. *DUMBEA* 2nd May.L. BRIDOU,
Acting Agent.
Hongkong, 8th March, 1905. [57]

To Let.

TO LET (UNFURNISHED)

4 ROOMS with BATHROOMS, suitable for
Bachelors, in Queen's Road Central.Apply to—
C/o Hongkong Telegraph Office.

Hongkong, 6th March, 1905. [328]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 7th March, 1905. [69]

TO LET.

N. O. 1, STEWART TERRACE,
THE PEAK.Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [70]

FOR SALE OR TO LET,
AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

A N ELEVEN-ROOMED HOUSE with
Dressing, Drying and Bath-room; partly
furnished; distant thirteen minutes by chair
from the Tram; fitted with superior baths and
hot and cold water; large Kitchen;
Laundry and Servants' Quarters. Can be used
as one dwelling or divided into two.For Particulars and Terms, apply to—
SHEWAN, TOMES & CO.

Hongkong, 30th December, 1904. [70B]

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Sha Tsui, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
Kitchen, garden, tennis courts, servants' quarters,
water, gas, electric lights and bells
Moderate rental. Possession on or about
1st April, 1905.Apply to—
ARRATOON V. APCARE & CO.,
45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note-Papers,
Copying Presses, also Automatic Cyclotypes
and Elliams Duplicator.

Hongkong, 23rd February, 1905. [64]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.				\$1,000,000 \$80,000,000 \$50,000,000 \$175,333 \$191,973	\$1,493,408	Div. of \$1.10, and bonus of \$1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	4%	\$735 buyers
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125					London £76
National Bank of China, Limited	99,925	\$7	\$7					\$36 buyers
MARINE INSURANCES.				\$1,000,000 \$81,739	\$150,494	\$17 for 1903	61%	\$275
Canton Insurance Office, Limited	10,000	\$250	\$50					
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$90,000 \$151,992 \$363,366 \$371,445	NIL	\$4 for year ended 30.4.1904	71%	\$58 sales
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Final of 10/- making \$1 for 1903	8%	Tls. 90 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$89,110 \$84,673	\$2,078,997	\$35 for 1903	5%	\$695
Yangtze Insurance Association, Limited	8,000	\$100	\$60			\$12 for 1903	8%	\$60
China Fire Insurance Company, Limited	20,000	\$100	\$20			\$6 dividend & \$1 bonus for 1903	84%	\$86 ex div.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	none		\$34 for 1903	101%	\$320 ex div.
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25			\$5 for 1900	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50			\$3 for year ended 30.6.1903	6%	\$331 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15			\$1 for second half-year 1904	10%	\$26 buyers
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$205,000 \$100,000	\$5,853	10/- for 1903 @ 1/10 5/16=\$5,378	41%	\$123
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none		Interim of Tls. 2 for 1904	9%	Tls. 52 sales
Do. (Preference)	100,000	\$1	\$1	\$40,000		Interim of 1/- (Coupon No. 5) for 1904	7%	Tls. 50 sales
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$60,000	\$58,852	51.80 & b. 40 cts. for year ending 30.4.04	41%	\$28 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000	\$1,287	50.90 & b. 20 cts. for year ending 30.4.04	31%	\$29
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075 \$18,000 \$130,153	\$33,648	\$5 for and 1/4 year making \$13 for 1903	9%	\$140 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 15.50	Tls. 15.50	Tls. 102				